Supplement to

Final Mitigated Negative Declaration

BIG RIVER WATERSHED RESTORATION PROPOSITION 40 – RIVER PARKWAYS GRANT PROJECT

California Department of Parks and Recreation
California State Parks
Mendocino District
12301 North Highway 1 - Box 1
Mendocino, CA 95460

SUPPLEMENT TO A MITIGATED NEGATIVE DECLARATION

PROJECT; Big River Watershed Restoration, Proposition 40 – River Parkways Grant Project [Original State Clearinghouse # 2006072012 (October 2006)]

LEAD AGENCY: California Department of Parks & Recreation (California State Parks)

INTRODUCTION AND REGULATORY INFORMATION

This Supplement to the Final Mitigated Declaration (MND) for the Big River Watershed Restoration, Proposition 40 – River Parkways Grant Project (the Project), to be implemented at the Big River unit of Mendocino Headlands State Park, has been prepared under contract for the Mendocino Land Trust, according to a memorandum of understanding between the Mendocino Land Trust and California State Parks (CSP).

This Supplement discloses proposed alterations to the prior project description, and provides details of conditions within the project area, that may collectively require preparation of a subsequent MND (California Code of Regulations (CCR) §15162). However, under CCR §15163(a)(1 & 2), the existing MND can be revised and rendered adequate for the altered project, provided minor changes and additions are specified, and none are deemed significant in their potential impacts to the environment. This supplement provides the details of the proposed project changes and an assessment of potential environmental impacts only for new project areas, in order to render the existing Final MND for the Project adequate (CCR §15163(b)).

This document has been prepared to comply with provisions of the California Environmental Quality Act (CEQA), the California Public Resources Code sections §21000 *et seq*., and the CEQA Guidelines (CCR §15000 *et seq*.). This Supplement to the Final MND will be subject to the same public notice and review requirements as a draft MND (CCR §15087 *et seq*.), with filing subsequent to public review and comment period with the State Office of Planning and Research, State Clearinghouse.

LEAD AGENCY

Under CEQA Guidelines §15051(b)(1), “the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than

an agency with a single or limited purpose." The lead agency assumes responsibility for and primary approval authority for a proposed project. For this project, the lead agency is California State Parks.

SUMMARY OF FINDINGS

Based on the revisions to the proposed project and the resulting changes and additions to its scope, including project requirements, as addressed in this document, findings have been made for each significant effect included in the previously certified MND as revised in this document. Findings are noted following the descriptions of each revision, where applicable.

AVAILABILITY OF DOCUMENTS

This Supplement to the Mitigated Negative Declaration for the Big River Watershed Restoration, Proposition 40 – River Parkways Grant Project will be available throughout the 30-day public review period at the following locations:

- Mendocino County Library, Fort Bragg Branch
  499 East Laurel
  Fort Bragg, CA 95437
  (707) 964-2020

- California State Parks
  Northern Service Center
  One Capital Mall - Suite 410
  Sacramento, California 95814

- California State Parks
  Mendocino District
  12301 North Highway One – Box 1
  Mendocino, CA 95460
  (707) 937-5804

- California State Parks website

The Notice of Determination (NOD) for the originally certified MND on this project was filed on October 31, 2006 (SCH#2006072012). This Supplement will be appended to the originally certified Final MND following the filing of the NOD and will be available by request, along with all supporting materials, at CSPs Northern Service Center and the Mendocino District Headquarters office.

PROJECT DESCRIPTION:

This section includes the original summary project description, with annotations following for project scope elements that have been altered since the certification of the original MND.

California State Parks (CSP) proposes to correct erosion and sedimentation problems, improve stream crossings along roads, remove logging roads that contribute sediment to Big River and tributaries, convert roads to trails, restore predisturbance hydrologic processes, delineate parking areas, construct a restroom building, and improve public information within the Big River unit of Mendocino Headlands State Park. Goals of this project include road de-commissioning and conversion into recreational trails, stabilizing or removing skid trails and landings to restore riverine functions, improving fish passage and opening up new habitat for spawning and rearing, resurfacing and delineating parking locations, and constructing public toilets. Work related to these efforts will include:

- Excavation and removal of road fill from stream channels to re-establish historical width, depth, alignment, and gradient;
- Removal of sidecast fill material along roadsides;
- Decompaction of road surfaces to facilitate revegetation by native plants;
- Retrieval and removal of debris (culverts, cable, concrete foundations, etc.) that negatively affect hydrologic processes and natural habitats;
- Restoration of the natural topography and hydrology of the land (ridges, stream valleys, and swales) along roadway corridors;
- Removal of non-native invasive plant species;
- Mulching and implementation of other stabilization techniques in disturbed sites using woody debris recovered from excavations;
- Monitoring and maintenance of disturbed areas to improve conditions for either human-assisted or natural revegetation with native species;
- Delineation of beach parking areas with boulders, logs, or other natural material;
- Resurfacing of the beach parking areas and primary road with compacted road base;
- Installation of a vault restroom facility outside the 100-year floodplain;
- Installing regulatory, informational, and interpretive signs pertaining to restoration efforts.

Specific watershed restoration activities will focus on eleven sites scattered throughout the Big River unit, with the parking area and restroom work comprising a twelfth site.

CORRECTIONS AND ADDITIONS

This Supplement to the Big River Watershed Restoration, Proposition 40 – River Parkways Grant Project includes changes of scope in the Project that could result in substantial changes in Project circumstances, including newly identified significant effects or an increase in the environmental impacts of previously identified significant Project effects, as identified in CCR §15162, et seq., thereby requiring the preparation of a subsequent MND. However, in accordance with CCR §15163(a)(1 & 2), the lead agency may prepare a supplement to the original MND if only minor additions or changes would be necessary to make the

previous environmental compliance document adequately applicable to the changes in project circumstances. Therefore, this Supplement to the original MND is sufficient to identify the changed circumstances and subsequent revisions in the scope of the Project and pertinent Project requirements, and the preparation of a subsequent MND is not required.

The following corrections, additions, and deletions supplement, supersede, or otherwise inform applicable sections of the previously certified Final MND for the Project. Additions and corrections are underlined; a strike-through line indicates a deletion. In some cases, in areas where there were many individual changes, an entire paragraph or section was deleted and re-written, even if portions of the narrative remained the same in both versions. This was done for ease of presentation and public review. Minor punctuation, spelling, and grammatical corrections that contribute to ease of understanding, but have no significant impact on the content, have not been included in this document. Throughout this document, references to the lead agency may be either California State Parks (CSP) or California Department of Parks and Recreation (DPR).

Project Description, p. 3 of Final MND

Note that the following bullet items in the Project Description in the Final MND are retained, although these Project elements have been fully implemented; any subsequent maintenance activities related to these facilities were not included in the scope of the Final MND:

- Delineation of beach parking areas with boulders, logs, or other natural material;
- Resurfacing of the beach parking areas and primary road with compacted road base;
- Installation of a vault restroom facility outside the 100-year floodplain;

Insert the following bullet item:

- Replace damaged or poorly functioning stream-crossing and drainage culverts along the M-1 road;

Summary of change and impact on significance

The insertion of the bulleted item above identifies the changes in the Project Description summary.

Finding

Not applicable.

Questions or comments regarding this Supplement to the Final Mitigated Negative Declaration may be addressed to:

California State Parks

Pursuant to Section 21082.1 of the California Environmental Quality Act, California State Parks (CSP) has independently reviewed and analyzed the Initial Study and Negative Declaration for the proposed project and finds that these documents reflect the independent judgment of CSP. CSP, as lead agency, also confirms that the project requirements detailed in these documents are feasible and will be implemented as stated in the Negative Declaration.

ORIGINAL SIGNATURE ON FILE

Date _____

[Superintendent's Name Here} District Superintendent

_____

ORIGINAL SIGNATURE ON FILE
Date _____

Renée Pasquinelli, District Environmental Coordinator

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No changes

CHAPTER 1: Introduction

1.1 INTRODUCTION AND REGULATORY GUIDANCE

No changes

1.2 LEAD AGENCY

Change the content of paragraph 2, lines 4 through 7, to reflect the current address of the local office of the lead agency, as follows:

California State Parks
Mendocino District
12301 North Highway One – Box 1
Mendocino, CA 95460
(707) 937-5804
Fax: (707) 937-2953

Summary of changes and impact on significance

- revises contact information to incorporate current address

Findings

Not applicable.

CHAPTER 2
PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the California Department of Parks and Recreation (DPR) to evaluate the potential environmental effects of the proposed Big River Watershed Restoration—Proposition 40—River Parkways Grant Project at the Big River unit of Mendocino Headlands State Park, located near the town of Mendocino, Mendocino County, California. The proposed project would replace failing culverts at Class I, Class II, and Class III stream crossings with new culverts or bridges, remove accumulated sediments and road fill prisms from stream crossings, replace culverts or construct armored fords at Class I, Class II, and Class III stream crossings, partially restore historic topography and native vegetation on former logging roads (road decommissioning), and convert roads to trails. The Project will also delineate parking areas, a boat launch ramp, and driving surfaces within the existing west-end entry area to the Big River unit, accessed from State Highway 1, and construct a vault-type restroom building in the entry area outside the 100-year floodplain. Standard park signs and a Proposition 40 acknowledgement sign will also be installed as part of this project.

This document is not a general plan, as defined in the California Public Resources Code, nor is it preparatory to a general planning document for Mendocino Headlands State Park or the Big River unit. The proposals articulated here represent a series of projects to be implemented for the immediate address of road and culvert failures and resulting erosion and sedimentation difficulties, will not require a permanent investment in park facilities, and will improve wildlife habitat and allow continued visitor use of the affected areas. Although the California Department of Parks and Recreation prepared a "general development plan" for Mendocino Headlands State Park in 1976 (California State Parks 1976), this plan did not include any part of the recently acquired Big River unit. The long time lapse since the approval of the development plan, and its lack of applicability to the current conditions and extensive site complexity of the Big River unit, render it inadequate to address long-term management goals at Big River. Nevertheless, the currently proposed project represents an attempt to manage resources according to the long-term goals of the park unit while not reducing its recreational opportunities. Primary funding for the project comes from the Proposition 40, River Parkways Grant Program. All work proposed in the Big River Watershed Restoration project description is expected to be completed with the available grant money. If project delays or changes occur due to unforeseen circumstances, appropriate amendments or supplements, if needed, will be filed for this Mitigated Negative Declaration.

Summary of changes and impacts on significance

- Chapter 2, Project Description, Section 2.1, Introduction, lines 7 and 9: inclusion of Class I incorporates inclusion of changes in the scope of classifications of streams included in the revised project description;
- Ibid.; line 7: inclusion of new culverts incorporates a change in the scope of remedial stream-crossing types included in the revised project description;
- Ibid., line 35: inclusion of supplements incorporates inclusion of the specific type of revision (*i.e.,* a supplement) of the previous Final Mitigated Negative Declaration represented by this document.

Findings

Not applicable.

2.2 PROJECT LOCATION

This project will be implemented completely within the boundaries of the Big River unit of Mendocino Headlands State Park (Appendix A – Map 1). This property is located immediately east of the town of Mendocino, and includes the lower 10 miles of the Big River corridor, as well as significant portions of the sub-watersheds that drain into that 10-mile section. The property also includes small portions of the Albion and Little River watersheds, although these are not potentially affected by this project. This project incorporates a total of 12 sub-project sites scattered throughout the unit; these sites occur in Section 6,

Township 16N, Range 16W; Section 1, Township 16N, Range 17W; Section 31, Township 17N, Range 16W; and in Sections 24, 25, 26, 28, 29, 30, 34, 35, and 36, Township 17N, Range 17W. Table 1 below provides site locations based on land grant coordinates for each sub-project. Specific locations of the various project components are denoted on site maps (Appendix B – Project Plan Sheets) and include primary topographic information (stream corridors, roads, landings, elevation contours), as well as denoting project areas of potential effect (APEs), staging areas, debris disposal sites, and travel corridors. Note that project areas of potential effect are located immediately along and adjacent (upslope or downslope) to existing roads that will be restored, reshaped, or otherwise recontoured, as well as upstream and downstream from the stream crossings where roads intersect the riparian corridors to be restored. The APEs have been established to exceed the geographical scope of actual project activities.

Throughout this document, a road numbering and mileage-measurement system is used to specify the locations of project activities, hereafter referred to as "sites". For instance, along road M1, the "main haul road," mileages shown represent distances from a measurement origin at the main haul road gate, located approximately 0.5 mile east of State Highway One at the easternmost part of the "entry area." Site designations correspond to pertinent road numbers, and for the multiple sites along the main haul road, M1, also include the shortest distance from the main gate to each project site, as shown below in Table 1.

Table 1: Site Number Designations and Locations for Big River Watershed Restoration Project

Road Number (Area)	Mileage from Road Origin	Site Designation	Township, Range, Section, Quarter-Section
M1	0.64	M1-0.64	T17N, R17W, Sec. 29,
M1	0.70	M1-0.7	T17N, R17W, Sec. 29,
M1	1.85	M1-1.85	T17N, R17W, Sec. 28,
M1	2.06	M1-2.06	T17N, R17W, Sec. 28,
M1	2.08-2.19	M1-2.08	T17N, R17W, Sec. 28,
M1	4.78	M1-4.78	T17N, R17W, Sec. 35,
M1	5.63	M1-5.63	T17N, R17W, Sec. 35,
M9	0.00-0.53	M9	T17N, R17W, Sec. 35,
M14	0.00-2.08	M14	T17N, R16W, Sec.31, SW-NW 1/4s
M14	0.00-2.08	M14	T17N, R17W, Sec. 36, NE 1/4
M14	0.00-2.08	M14	T17N, R17W, Sec. 25, NE, SE, NW 1/4s
M14	0.00-2.08	M14	T17N, R17W, Sec. 24, SW 1/4
S22	0.44-0.88	S22	T16N, R16W, Sec. 6, SW-NW 1/4s
M1-Quarry	0.75	Q	T17N, R17W, Sec. 29, SE 1/4

Public Entry Area	N/A	P1 and P2	T17N, R17W, Sec. 29, SW 1/4; Sec. 30 SE 1/4
M1	0.0-6.0	M1-0	T17N, R17W, Secs. 25-29, 34-36

"Public Entry Area" corresponds to existing Big River public parking and beach access areas immediately adjacent to and east of State Highway One, east to main haul road gate.

Throughout the remainder of this document, Sites M1-0.64, M1-0.7, M1-1.85, and M1-2.06 have been treated as a single project, for descriptive purposes only, since preparatory and implementation at the four sites are similar. However, actual implementation of proposed remedial activities will probably not occur concurrently at the four sites. These four sites are characterized by the similarity of types of stream crossings and attendant problems, environmental conditions, proposed remedial measures, and have thus been treated here as one entity.

Table 1A summarizes the site number designations and locations for an additional seven proposed stream crossing or drainage upgrades incorporated into the scope of the Project, and the subject of this Supplement to the MND. Also, the physical scope of Project Site M1-0 has been extended, from 0 – 6.0 miles to 0 – 8.0 miles, to incorporate consideration of Project-related impacts along the entire M1 road. This addition encompasses about an additional 2 miles beyond the previous 6.0 miles within Site M1-0, as noted in Table 1.

Table 1A: Additional Site Number Designations and Locations for Big River Watershed Restoration Project (Revised June 2012)

Road Number (Area)	Mileage from Road Origin	Site Designation	Township, Range, Section, Quarter-Section
M1	4.08	M1-4.08	T17N, R17W, Sec. 26, SW 1/4; Sec. 35, NW 1/4
M1	6.49	M1-6.49	T17N, R17W, Sec. 36, SE 1/4
M1	6.73	M1-6.73	T17N, R17W, Sec. 36, SE 1/4
M1	6.84	M1-6.84	T16N, R16W, Sec. 6, NW 1/4
M1	7.31	M1-7.31	T17N, R16W, Sec. 31, SW 1/4
M1	7.38	M1-7.38	T17N, R16W, Sec. 31, SW 1/4
M1	7.78	M1-7.78	T17N, R16W, Sec. 31, SW 1/4
M1	6.0 – 8.0	M1-0	T16N, R17W, Sec. 1, NE & NW 1/4s, T17N, R17W, Sec. 36, SE & SW 1/4s, T16N, R16W, Sec. 6, NW 1/4, T17N, R16W, Sec. 31, SW 1/4

2.3 BACKGROUND AND NEED FOR PROJECT

No changes.

SECTIONS 2.3.1, 2.3.2, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3 7, 2.3.8, 2.3.9

No changes.

2.3.10 Site M1-0, Main Haul Road: Existing Conditions and Need for Project

Road M1, the main haul road at the Big River unit, is the main access corridor to all points on the north side of Big River within the unit. The road served for several decades as the primary vehicular and equipment access for timber operations in the lower Big River watershed. Most "logging" roads at Big River were constructed by "cut-and-fill" methods, where the upslope is excavated to create a bench and widened on the downslope side by the spoils generated from the upslope fill. This creates a roadbed that is partially constructed on native, putatively more stable substrate, and partially on deposited fill. Current roadbed surface width, including adjacent widened "flats" and outside berms, varies from about 20 feet to well over 50 feet in some areas.

In addition to the "cut-and-fill" construction method, most of the roads at Big River have been graded level or slightly against the existing slope, creating the need for "inboard" ditches to channel upslope and road-surface runoff along the roads on their upslope sides. These inboard ditches then must be "relieved" with culverts situated at intervals along roads. These culverts facilitate the movement of water and sediment downslope when they are positioned appropriately and maintained to minimize clogging. However, when culverts fail because of improper placement or debris-clogging, runoff accumulated in the inboard ditches will often travel across a road surface, causing erosion and at times, outright road surface or fill-slope failures. In addition, many such culverts erode soil at their outfalls, creating "shotgun" culverts and gullies that further exacerbate streambed or slope erosion. The resulting gullies can move large amounts of sediment and debris rapidly downslope to streams and to Big River.

In some areas along M1 and other Big River roads, fill slopes and drainage problems have been further compounded through the deposition of soil and debris along the outside (downhill) side of the roads, creating outside berms. These berms, where a road surface is outsloped, trap runoff and can create further instability in fill-slopes along roads. Where roads are insloped (the general condition), these berms provide a source of sediment to the road surface and inboard ditches. The sum effects of these road-construction methods include fill-slope failures, road surface erosion, failed culverts, sediment-filled inboard ditches, downslope erosion, and sedimentation of streams and Big River. These construction methods also require a substantial level of road and drainage systems maintenance in order to avoid slope and roadbed failures and to keep this main access corridor open. Since the 2002 transfer of the Big River property to State Parks, numerous fill-slope and road surface failures have provided clear evidence of the need for either a dramatic increase in funding and staffing for road maintenance, or reconstruction of road surfaces and drainage systems that

will facilitate improved drainage along roads while reducing structural liabilities and erosion potential, as well as greatly reducing long-term maintenance needs.

Existing conditions and the need for the Project originally applied to Road M1 from 0.0 to 6.0 miles. However, existing conditions and Project need, as stated above, continue east along M1 to approximately mile mark 8.0, where M1 connects with Road M14. As referenced above in Section 2.2, Project Location, and in Table 1A, the geographical scope of Project Site M1-0 now extends an additional 2.0 miles, in order to incorporate consideration of the entire length of M1 for Project-related impacts.

- *Summary of changes and impacts on significance*
  The geographical scope (extent) of the Project is extended along Road M1 an additional 2 miles. The scope of potential Project activities in this extended area will be the same as that for the originally designated area. Impacts of potential significance for this additional Project area have been addressed in Chapter 3 of this Supplement.

- *Findings*
  Not applicable.

2.3.11 Site M1-4.05 High Priority Culvert Removal and Remediation: Existing Conditions & Need for Project

This location corresponds to the crossing of the M1 road with the Class I stream at Nelson Gulch (Table 2A: Additional Stream Crossing Remediation Site Information). Please also refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Nelson Gulch Fish Passage Enhancement – Thirty Percent Design Memorandum" for further details on existing conditions and the remedial needs and plans for this proposed Project site.

At this crossing, the existing 48-inch corrugated metal pipe culvert is broken, and the bottom has completely rusted away along its entire length. The corrosion has resulted in an eroded "gully" approximately 18 inches deep along the length of the culvert. The remains of logs, likely part of a "Humboldt" crossing that pre-dated the culvert, lie beneath it. This complicates the assessment of volume of fill and material to be removed. The Nelson Gulch watershed is subject to rapid increases in flow during rainy periods, necessitating a crossing that can accommodate the estimated maximum 100-year flood event, including passage of woody debris. In addition, the existing culvert grade, about 7.5%, is too steep for fish passage.

Table 2A: Additional Stream Crossing Remediation Site Information				
Site #	**Stream Class**	**Culvert Diam. (in.)**	**DFG jurisdictional**	**Prescription**
M1-4.05	1	48	Yes	Replace w/box culvert or bridge
M1-6.49	2	18	Yes	Replace w/culvert
M1-6.73	2	24	Yes	Replace w/culvert
M1-6.84	----	18	No	Replace w/culvert
M1-7.31	3	18	Yes	Replace w/culvert
M1-7.38	3	18	Yes	Replace w/culvert
M1-7.78	3	35	Yes	Replace w/culvert

- *Summary of changes and impacts on significance*
  The geographical scope (extent) of the Project is amended to include proposed culvert replacement and associated activities at Site M1-4.05. Impacts of potential significance for this additional Project area have been addressed in Chapter 3 of this Supplement.

- *Findings*
  Not applicable.

2.3.12 Sites M1-6.49. M1-6.73, M1-6.84, M1-7.31, M1-7.38. and M1-7.78

This section addresses six project locations, corresponding to six stream crossings of the M1 road: at miles 6.49, 6.73, 6.84, 7.31, 7.38, and 7.78, as shown in Table 2A: Additional Stream Crossing Remediation Site Information. Please also refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Road M1, Culvert Replacement Project – Fifty Percent Design Memorandum" for further details on existing conditions and the remedial needs and plans for this proposed Project site.

The culverts at each of these locations drain streams from watersheds of significant relief; the topography and pitch of each stream contributes to rapid flow increases during rain events. In addition, upslope skid trails and drainage channels contribute additional surface flows to some of these streams, exacerbating rapid rises in stream volume and sediment and debris transport during storms. Existing, cross-sectionally round culverts are either in disrepair or clogged, contributing to partial blockage of streamflow and accumulations upslope of sediment and woody debris. Some of these culverts are also not placed at the prevailing grade of the stream channel, contributing to sediment accumulations and piping (water flow around culverts instead of through them).

Remediation will include removal of existing culverts and excess sediment and debris upslope within the stream channel, and replacement of culverts with

"squash" (cross-sectionally oblate) culverts that will improve flow of debris and reduce the volume of fill needed to complete site re-grading (see Table 1 in Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Road M1, Culvert Replacement Project – Fifty Percent Design Memorandum). Culvert placement will include creation of small dips in the existing road surface to accommodate flow should culverts become blocked. Culverts are recommended to fit with existing stream grades, and to include installation of seepage collars to reduce the potential for piping (water flow by-passing culverts).

- *Summary of changes and impacts on significance*
  The geographical scope (extent) of the Project is amended to include proposed culvert replacement and associated activities at Sites M1-6.49, M1-6.73, M1-6.84, M1-7.31, M1-7.38, and M1-7.78. Impacts of potential significance for these additional Project areas have been addressed in Chapter 3 of this Supplement.

- *Findings*
  Not applicable.

2.4 PROJECT OBJECTIVES

Specific project objectives are listed below for each sub-project area. Collectively, these objectives will achieve the following project goals:

- Removal of the large volumes of stored sediment in the stream basins;
- Restoration of the impacted segments of these watercourses to their natural topography, gradient, structure, and vegetational composition;
- Re-connection of the forested uplands to downstream reaches, the Big River estuary, and the river's floodplain;
- Improvement of habitat for anadromous fish, amphibian, plant, and invertebrates;
- Construction of environmentally sound and safe stream crossings to allow continued recreational use of the main haul road, as well as access for official or emergency purposes;
- Repair of vulnerable stream crossings, fillslopes, and other potential areas of high maintenance, in order to keep park roads open to visitors; and
- Re-use of reclaimed site-native soil, rock, and vegetation as is possible in each of sub-project areas.

- *Summary of changes and impacts on significance*
  No changes.

- *Findings*
  Not applicable.

2.4.10 Site M1-0: Objectives

Project objectives for Road M1 from mileage 0.0 through mileage ~~6.0~~ 8.0 include the following:

Wherever feasible, based upon existing local topography, surface conditions, and drainage regimes,

- Removal of outside (downslope-side) berms along the road;
- Deposition of removed berm and other fill material against upslope road edges to create low-angle, outsloped road surfaces that will disperse surface runoff across roads;
- Elimination of inboard ditches (through deposition of fill and re-contouring of the road surface) and attendant ditch-relief culverts that service corresponding sections of inboard ditches;
- Removal of ditch-relief and small-stream culverts and replacement with lowered road surface relief (rolling dips) or armored fords;
- Narrowing of the roadbed surface to restore, in part, historical slope pitches and contours;
- Treatment with appropriate erosion control materials and methods;
- Site monitoring and maintenance of erosion controls and invasive plant species;
- Revegetation, as necessary, with native plants.

- *Summary of changes and impacts on significance*
  The geographical scope (extent) of the Project is extended along Road M1 an additional 2 miles (change from "mileage 0.0 to 6.0" to "mileage 0.0 to 8.0 . . . .") The scope of potential Project activities in this extended area will be the same as that for the originally designated area. Impacts of potential significance for this additional Project area have been addressed in Chapter 3 of this Supplement.

- *Findings*
  Not applicable.

2.4.11 SITE M1-4.05: OBJECTIVES

The California Geological Survey, in coordination with Project stakeholders, has formulated the following objectives for this Project site:

- Enhancement of fish passage to make refugia accessible;
- Reduction in the amount of residual fill;
- Reduction in chronic sediment discharge;
- Minimization of maintenance;
- Minimization of remediation and maintenance costs.

Please refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Nelson Gulch Fish Passage Enhancement – Thirty Percent Design Memorandum" for further details on Project objectives and related considerations.

- *Summary of changes and impacts on significance*
  The objectives articulated for this Project site are entirely consistent with those articulated in the original mitigated negative declaration for the remediation of culverted stream crossings, and are consistent with the broader management goals for the Big River unit. The assessment of potential, Project-related environmental impacts at this Project site are summarized in Chapter 3 of this Supplement.

- *Findings*
  Not applicable. The articulation of Project objectives alone does not constitute an environmental impact. Assessments of potential impacts arising from implementation of measures to achieve these objectives is summarized in Chapter 3 of this Supplement.

2.4.12 SITES M1-6.49, M1-6.73, M1-6.84, M1-7.31, M1-7.38, AND M1-7.78: OBJECTIVES

The California Geological Survey, in coordination with Project stakeholders, has formulated the following objectives for this Project site:

- Reduction in the amount of residual fill;
- Reduction in chronic sediment discharge;
- Minimization of maintenance requirements;
- Minimization of remediation and maintenance costs.

Please refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Road M1, Culvert Replacement Project – Fifty Percent Design Memorandum), for further details on Project objectives and related considerations.

- *Summary of changes and impacts on significance*
  The objectives articulated for these Project sites are consistent with those articulated in the original mitigated negative declaration for the remediation of culverted stream crossings, and are consistent with the broader management goals for the Big River unit. The assessment of potential, Project-related environmental impacts at this site are summarized in Chapter 3 of this Supplement.

- *Findings*
  Not applicable. The articulation of Project objectives alone does not constitute an environmental impact. Assessments of potential impacts resulting from activities implemented to achieve these objectives is summarized in Chapter 3 of this Supplement.

2.5 PROJECT DESCRIPTION

This section provides a site-by-site summary of the proposed activities. Detailed project designs are provided in the Appendices. For the purposes of the Supplement, detailed project design information is provided in Appendix B, under Department of Conservation – California Geological Survey memoranda. In general, these measures are intended to rehabilitate stream corridors, reduce erosive potential of roadbed-stream crossings through the replacement of existing culverts with those of improved design or with bridges, partially restore the historical topographical contours to existing roadbeds, convert existing roads to trails, restore native vegetation to rehabilitated stream corridors and fill-slope failures, partially restore the historical topography to the Big River Rock Quarry pit, improve parking and define vehicular access in the entry area, and provide a restroom facility for the Big River unit of Mendocino Headlands State Park. Site-specific project activity details for project sites M1-0.64, M1-0.7, M1-1.85, M1-2.06, M1-2.08, M1-4.05, M1-4.78, M1-5.63, M1-6.49, M1-6.73, M1-6.84, M1-7.31. M1-7.38, M1-7.78, M9, M14, and S22 have been based upon technical assessments, rehabilitative measures, and construction designs provided by the California Department of Conservation, California Geological Survey (CGS). The CGS information has been augmented by the California Department of Parks and Recreation in order to provide details for Site Q and Site P, as well as to articulate and address site-specific design features, such as bridge construction specifications, and environmental concerns, such as reduction of impacts to a less-than-significant level or elimination of impacts on sensitive wildlife and plant habitats and existing visitor use patterns. DPR has also added information on required or recommended remediation practices, restoration techniques, and monitoring and maintenance protocols.

- *Summary of changes and impacts on significance*
  The project design information articulated for this Project is consistent with the description provided in the original mitigated negative declaration for the remediation of culverted stream crossings, and is consistent with the broader management goals for the Big River unit. The assessment of potential, Project-related environmental impacts within Project sites are summarized in Chapter 3 of this Supplement. Mitigation measures specified in Chapter 5 of the original mitigated negative declaration, where applicable to circumstances in additional Project areas described here, shall be implemented as Project requirements.

- *Findings*
  No significant impact. The description of the Project has not been altered to add new activities that were not addressed in the original mitigated negative declaration. The geographical scope of the Project has been extended to incorporate 7 new culvert replacement sites and an extension of the M1 road corridor that may be subject to the previously described prescriptive, remedial activities. Mitigation measures and Project requirements applicable under the original description, as summarized in

Chapter 5 of the original mitigated negative declaration, shall apply to all Project activities implemented in these additional areas.

2.5.10 Site M1-0: Project Description

State Parks proposes to facilitate improved drainage conditions along the main haul road, Road M1, from mile 0.0 to mile ~~6.0~~ 8.0. In order to reduce the need for ongoing maintenance and frequent repairs of failed culverts and fill-slopes along M1, State Parks will remove outside berms (deposited soil and organic debris) and reduce or eliminate road surface segments constructed entirely on fill. The soil and rock generated from these deposited materials will be re-located along the inboard (upslope) road edges, and graded to create a low-angle outside-draining plane perpendicular to the longitudinal road surface. These activities will, in effect, eliminate the need for, and existence of, inboard ditches that currently carry road surface and upslope surface water and sediment along the inboard road edges. Where possible, elimination of all inboard surface runoff within contained geographical flow basins will allow the elimination of cross-road ditch-relief culverts that require frequent clearing to prevent blockage. In some cases, inboard relief culverts are no longer located in optimal drainage locations, and local drainage shifts have led to bulk flow across road surfaces, pooling water and contributing to road-surface and fill-slope failures. Where possible, some ditch-relief culverts can be replaced with gradual reductions in road surface elevation (rolling dips) or armored stream-crossing fords, or both. In other sites, facilitation of sheet flow across roads may completely eliminate the need for channeling surface runoff across roads.

The reduction or elimination of fill-slopes and filled road surfaces will also reduce the potential for failure of soil surfaces. Road width reductions will allow the remaining road surfaces to occupy more stable configurations on native substrates, and eliminate the sloughing downslope of less stable fill slopes. Soil generated from substantially sized fill deposits will be used to outslope the road, and excess amounts will be transported to the Big River Rock Quarry site for disposal.

Re-distributed fill materials used to create road outsloping will be compacted and graded to reduce the potential for surface erosion. If necessary, all exposed road surfaces and adjacent slopes will be mulched or brushed to reduce potential erosion.

- *Summary of changes and impacts on significance*
  The design information articulated for this Project site is identical to the description provided in the original mitigated negative declaration, other than its application to an extended Project site area, as described in Table 1A and Section 2.3.10. The assessment of potential, Project-related environmental impacts within this extension of Project site M1-0 is summarized in Chapter 3 of this Supplement.

- *Findings*
  Extension of Project activities along an additional 2.0 miles of Road M1 could result in potentially significant impacts to one or more environmental conditions. The potential for Project-related impacts has been studied and assessed, as summarized in Chapter 3, Environmental Checklist. Any mitigation measures or Project requirements applicable to this extended portion of the Project area are specified in Chapter 5 of this Supplement.

2.5.11 Site M1-4.05: Project Description

During the design of the remedial work at this location, the following design parameters have been and will be taken into consideration:

- Watershed geometry, vegetation cover, surficial soils, and bedrock;
- Precipitation records (long-term patterns);
- Existing channel dimensions (geomorphology);
- Biological needs (e.g., fish passage, animals, plants);
- Stakeholder (e.g., CSP, regulatory agencies, general public) needs.

The existing culvert will be removed and replaced. Selection of culvert size and rock armoring for the stream crossing are based on an estimated 100-year storm flow maximum of 320 cubic feet per second. Further analysis of the existing culvert, the remains of the Humboldt crossing (in-channel timber remains), stream channel bottom materials, and other pertinent conditions will be necessary in order to determine the depth of burial for a new culvert, One primary objective is to install the new culvert at the existing channel grade from inlet to outlet. Substantial import of rock for armoring the streambed and culvert basin is likely necessary to reduce the potential for displacement of the rocks; recommended rock diameters are in the range of 12 inches to accomplish stream bed facility within this Project site.

Currently, a pipe-arch culvert is recommended for this stream crossing, to accommodate passage of ordinary stream flow and debris, as well as to allow for maximum 100-year flood flows. The current estimate for the dimensions of this culvert are 15.5 feet across by 10.5 feet high; its length will be sufficient to accommodate the adjacent road width and the grade of the road approaches from both directions, surface drainage of the road at and adjacent to the culvert, and natural topography and vegetation in the stream crossing area.
Removal of the existing culvert, possible removal of some or all of the Humboldt crossing structural materials, and removal of some associated fill materials will require extensive excavation at this site. The amounts are uncertain due to several factors, including the unknown extent of the Humboldt crossing remains. An associated factor in determining the extent of excavation is that the new culvert, in order to be placed at a grade compatible with fish passage, will likely need to be placed at a greater depth than the existing culvert. Final design

analyses and specific design features are pending, and to some extent, will be addressed during regulatory permitting for this project with the California Department of Fish and Game.

Please see Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Nelson Gulch Fish Passage Enhancement – Thirty Percent Design Memorandum" for additional information related to the design of this stream crossing.

- *Summary of changes and impacts on significance*
  The objectives for improving the conditions of the stream crossing at this site are consistent with those articulated in the original mitigated negative declaration. However, replacement of worn or malfunctioning culverts with new culverts was not specifically included in any portion of the original Project description. In general, implementing culvert replacement at this and other sites is unlikely to result in impacts substantially different from those already assessed at other stream crossings, and appropriate mitigation measures and Project requirements for those sites shall be applied to this new Project site.

  At this Project site, the circumstances and conditions present issues not shared with other sites, and a full analysis of all pertinent conditions has not been completed to a level sufficient to provide a complete Project site design description. Potentially significant impacts, including provision for fish passage along a first-order stream and achievement of sediment reduction, will necessarily be addressed during the negotiation of a streambed alteration agreement with the California Department of Fish and Game. Some potentially significant impacts, such as soil erosion, loss of habitat for wildlife, and de-watering of the stream channel, will also be addressed through the streambed alteration permit process.

  The assessments of potential Project-related environmental impacts within this Project site are summarized in Chapter 3 of this Supplement. Application of previously developed mitigation measures and new Project requirements are summarized in Chapter 5 of this Supplement.

- *Findings*
  The current design description for this Project site and related uncertainties could lead to corresponding uncertainty in determining the significance of Project-related impacts. In light of existing mitigation measures and Project requirements, previously stipulated in the original mitigated negative declaration, and through the application of best management practices required in the design specifications and of the contractor for implementing the remedial work, and through requirements of the forthcoming streambed alteration agreement, all potential significant

impacts arising from implementation of the remedial work at this Project site have been or will be addressed in order to reduce the impacts of Project implementation to "less than significant,"

The potential for Project-related impacts has been studied and assessed, as summarized in Chapter 3, Environmental Checklist. Pertinent applications of previously developed mitigation measures and new Project requirements are specified in Chapter 5 of this Supplement.

2.5.12 SITES M1-6.49, M1.6.73, M1-6.84, M1-7.31, M1-7.38, AND M1-7.78: Project Description

During the design of the remedial work at this location, the following design parameters have been and will be taken into consideration:

- Watershed geometry, vegetation cover, surficial soils, and bedrock;
- Precipitation records (long-term patterns);
- Existing channel dimensions (geomorphology);
- Stakeholder (e.g., CSP, regulatory agencies, general public) needs.

Design information for these six culvert replacements are compiled in Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Road M1, Culvert Replacement Project – Fifty Percent Design Memorandum.

- *Summary of changes and impacts on significance*
  Culverts will be replaced at six stream crossings, as summarized in Table 2A; Appendix B provides further details on design considerations and elements. While the removal of culverts and replacement by new culverts was not specifically described for any location in the original Project description, impacts are not expected to differ substantially from those previously assessed at other stream crossing remediation sites in the Project area. Changing stream-crossing prescriptions from installation of rocked fords, for example, to culvert replacement may result in less soil disturbance at any site. However, removal of accumulated sediments and grading to achieve appropriate grade for replacement culverts will still result in substantial soil disturbance. The application of previously described mitigation measures and new Project requirements, in conjunction with stipulations included within a streambed alteration agreement negotiated with the Department of Fish and Game for these Project activities, will likely be necessary to reduce some potentially significant impacts to a "less than significant" level.

- *Findings*
  Application of previously specified mitigation measures, best management practices, or Project requirements, as well as streambed alteration

agreement stipulations, will reduce the level of potential Project impacts in these sites to a “less than significant” level.

The potential for Project-related impacts has been studied and assessed, as summarized in Chapter 3, Environmental Checklist. Pertinent applications of previously developed mitigation measures and new Project requirements are specified in Chapter 5 of this Supplement.

2.6 PROJECT IMPLEMENTATION

In general, project implementation will include all the activities performed within the Big River unit that are directly related to the site-specific road, riparian corridor, and public entry areas work described above. Implementation includes on-site preparatory measures, such as delineations of active work zones, staging areas, and travel corridors, the posting of safety or educational information and signs, construction and ground-disturbing activities, erosion-control and restoration, monitoring, and maintenance necessary to accomplish project objectives.

Section 2.6.3, Site-Specific Construction Activities, provides brief descriptions of the general construction activities pertinent to each of the ~~12~~ 19 Project sites. However, greater detail for each site is provided diagrammatically in Appendix B, Project Plan Sheets and Design Memoranda. More specific technical information on the various stages of streambed and road remediation is located in Appendix C**,** Standard Specifications & Best Management Practices for Disturbed Lands Remediation (“Specifications”). This appendix provides further detail to explain the work proposed.

- *Summary of changes and impacts on significance*
  The number of Project sites has been revised from 12 to 19, and design memoranda for the additional Project sites specified in this Supplement have been added to Appendix B.

- *Findings*
  Not applicable.

2.6.1 Preparatory Activities: All Sites

No changes.

2.6.2 General Construction and Ground-disturbing Activities: All Sites

No changes.

2.6.3 Site-Specific Construction and Ground-Disturbing Activities 2.6.3a-k

No changes.

2.6.3l Site M1-4.05

Please refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Nelson Gulch Fish Passage Enhancement – Thirty Percent Design Memorandum, for specific topographical alteration information, and to Appendix C, Standard Specifications & Best Management Practices for Disturbed Lands Remediation, for technical information on site remediation.

- *Summary of changes and impacts on significance*
  This Project site has been added to the Project, and a design memorandum for this site has been added to Appendix B.

- *Findings*
  Not applicable.

2.6.3m Sites M1-6.49, M1-6.73, M1-6.84, M1-7.31, M1-7.38, M1-7.78

Please refer to Appendix B: Project Plan Sheets, "Department of Conservation, California Geological Survey: Big River State Park – Road M1, Culvert Replacement Project – Fifty Percent Design Memorandum, for specific topographical alteration information, and to Appendix C, Standard Specifications & Best Management Practices for Disturbed Lands Remediation, for technical information on site remediation.

- *Summary of changes and impacts on significance*
  These Project sites have been added to the Project, and a design memorandum addressing these sites has been added to Appendix B.

- *Findings*
  Not applicable.

2.7, 2.8, 2.9, 2.10

No changes

CHAPTER 3

ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title:	Big River Watershed Restoration – Proposition 40 – River Parkways Grant Project – Supplement 01
2. Lead Agency Name & Address:	California Department of Parks and Recreation
3. Contact Person & Phone Number:	Renée Pasquinelli, Sr. Environmental Scientist (707) 937-5721
4. Project Location:	Mendocino Headlands State Park
5. Project Sponsor Name & Address:	California Department of Parks and Recreation Mendocino District Headquarters 12301 North Highway 1 – Box 1 Mendocino, CA 95460
6. General Plan Designation:	New Acquisition
7. Zoning:	Timberland Production (TPZ) (Mendocino County General Plan Coastal Element Nov. 5, 1985, Revised March 11, 1991

8. Description of Project: (ORGINAL PROJECT: The California Department of Parks and Recreation (DPR) proposes to correct erosion and sedimentation problems, improve stream crossings along roads, remove logging roads that contribute sediment to Big River and tributaries, convert roads to trails, restore pre- disturbance hydrologic processes, delineate parking areas, construct a restroom building, and improve public information within the Big River unit of Mendocino Headlands State Park. Goals of this project include road de-commissioning and conversion into recreational trails, stabilizing or removing skidtrails and landings to restore riverine functions, improving fish passage and opening up new habitat for spawning and rearing, resurfacing and delineating parking locations, and constructing public toilets.)

In support of the original nature of the proposed work, this supplement to the Mitigated Negative Declaration incorporates additional stream classification, Class 1; includes the use of new culverts in remedial implementation, and extends the scope of work to include two (2) additional miles along the M-1 road for proposed remediation of damaged or poorly functioning stream-crossing and drainage culverts.
Work related to these efforts under Supplement - 01 to occur at seven (7) sites along the M-1 road will include:

- Excavation and removal of road fill from stream channels to re-establish historical width, depth, alignment, and gradient;
- Removal of sidecast fill material along roadsides;
- Decompaction of road surfaces to facilitate revegetation by native plants;
- Retrieval and removal of debris (culverts, cable, concrete foundations, etc.) that negatively affect hydrologic processes and natural habitats;
- Restoration of the natural topography and hydrology of the land (ridges, stream valleys, and swales) along roadway corridors;
- Removal of non-native invasive plant species;
- Mulching and implementation of other stabilization techniques in disturbed sites using woody debris recovered from excavations;
- Monitoring and maintenance of disturbed areas to improve conditions for either human-assisted or natural revegetation with native species;
- Developing and installation of regulatory, informational, and interpretive signs pertaining to restoration efforts:
- Replace damaged or poorly functioning stream-crossing and drainage culverts along the M-1 road

9. Surrounding Land Uses & Setting:	Refer to Chapter 3 of the original MND (Section IX, Land Use Planning)
10. Approval Required from Other Public Agencies:	Refer to Chapter 2, Section 2.9 of the original MND

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact", as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	☒ None

DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that, although the original scope of the proposed project **COULD** have had a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☒

I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared. ☐

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents. ☐

I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required. ☐

____ORIGINAL SIGNATURE ON FILE_____ _____
Renée Pasquinelli Date
Senior Environmental Scientist

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers, except "No Impact", that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to the project being evaluated (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on general or project-specific factors (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must consider the whole of the project-related effects, both direct and indirect, including off-site, cumulative, construction, and operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether that impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate when there is sufficient evidence that a substantial or potentially substantial adverse change may occur in any of the physical conditions within the area affected by the project that cannot be mitigated below a level of significance. If there are one or more "Potentially Significant Impact" entries, an Environmental Impact Report (EIR) is required.

4. A "Mitigated Negative Declaration" (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures, prior to declaration of project approval, has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact with Mitigation." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR (including a General Plan) or Negative Declaration [CCR, Guidelines for the Implementation of CEQA, § 15063(c)(3)(D)]. References to an earlier analysis should:

   a) Identify the earlier analysis and state where it is available for review.

   b) Indicate which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.

   c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for this project.

6. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist or appendix (e.g., general plans, zoning ordinances, biological assessments). Reference to a previously prepared or outside document should include an indication of the page or pages where the statement is substantiated.

7. A source list should be appended to this document. Sources used or individuals contacted should be listed in the source list and cited in the discussion.

8. Explanation(s) of each issue should identify:
   a) the criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question and
   b) the mitigation measures, if any, prescribed to reduce the impact below the level of significance.

ENVIRONMENTAL ISSUES

I. AESTHETICS

No changes.

II. AGRICULTURAL RESOURCES

No changes.

III. AIR QUALITY

No changes.

IV. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

P. 47 SENSITIVE PLANTS, paragraph 1:
In April, May, June, and July 2005, ecologists with DPR, Mendocino District, conducted CNPS protocol-level plant surveys in areas potentially affected by proposed project activities.

In May and July 2012, a botanist under contract with the Mendocino Land Trust completed California Department of Fish and Game protocol-level plant surveys in additional Project areas, as described in Chapter 2 of this Supplement. A plant list compiled during these surveys is available in Appendix A, and an additional table of all plant species observed within additional Project areas is provided as Appendix A-1.

For all existing and new plant entries, and in text references (pp. 47 through 53) the designation "CNPS List" is replaced by "California [CA] Rare Plant Rank," according to revised rare plant designations under the auspices of the California Endangered Species Act and other pertinent laws and regulations. In addition, the accepted Latin binomials (names) for some plants have been changed since the preparation of the original mitigated negative declaration; these have not been revised for the purpose of providing essential information in this Supplement, as this information can be accessed through other sources for the purpose of consistency and clarity.

P. 49, insert the following text immediately after the short paragraph on *Collinsia corymbosa* – Round-Headed Chinese Houses:

Coptis laciniata – Oregon Goldthread
CA Rare Plant Rank 2.2. This perennial herb grows in moist meadows, seeps, and North Coast coniferous forests, often along or near streams. Within the original and revised Project area, a single population is known, along Road M14 approximately 100 meters south of its northern terminus at the unit boundary with Mendocino Woodlands. These plants grow on a roadside bank and atop a roadcut along the west side of M14. Follow-up

surveys will be conducted prior to work near this location in order to flag these plants and adjacent habitat in the field for avoidance of impacts.

DISCUSSION

P. 69, add the following:

g) While the revisions of the Project scope, as described above in this Supplement, do not constitute significant alterations in the nature of Project activities, in that culvert removals and remediation of stream crossing road designs, including culvert replacements, were sufficiently assessed for potential impacts in the original mitigated negative declaration, this Supplement explicitly re-affirms the findings of the original Initial Study, and the entirety of its mitigation measures. Project requirements, best management practices, on-site monitoring, restoration actions, permitting requirements, and other appropriate responses developed in the original MND for the purpose of reducing potentially significant impacts on biological resources to a level of "less than significant." All such measures and actions, as described in the original MND, apply for the purpose of adopting this Supplement.

IV. CULTURAL RESOURCES.

No changes.

VI. GEOLOGY AND SOILS.

No changes.

VII. HAZARDS AND HAZARDOUS MATERIALS.

No changes.

VIII. HYDROLOGY AND WATER QUALITY.

No changes.

IX. LAND USE AND PLANNING.

No changes.

X. MINERAL RESOURCES.

No changes.

XI. NOISE.

No changes.

XII. POPULATION AND HOUSING

No changes.

XIII. PUBLIC SERVICES.

No changes.

XIV. RECREATION.

No changes.

XV. TRANSPORTATION/TRAFFIC.

No changes.

XVI. UTILITIES AND SERVICE SYSTEMS.

No changes.

CHAPTER 4
MANDATORY FINDINGS OF SIGNIFICANCE

DISCUSSION

C) P. 102

Add the following, as paragraph 3 of this section:

The addition of 7 stream crossing culvert replacements, as described in this Supplement, constitutes a change in the spatial scale and location of the Project from its original description. The general nature of the activities to be implemented at individual sites, or in total, will not result in a change in the nature of the remedial actions proposed, nor will they accrue to pose cumulative impacts not specified within the original MND. All prior mitigation measures, best management practices, permitting requirements, monitoring, and maintenance activities, as specified in the original MND, continue to apply for the entirety of the Project, including the additional sites described in the Supplement.

CHAPTER 5
SUMMARY OF MITIGATION MEASURES AND CONDITIONS

No changes.

CHAPTER 6
REFERENCES

No changes.

Report Preparation

PRIVATE CONSULTANTS

Add the following:

Warner, Peter. Consulting botanist and plant ecologist.